PRICE FIVE CENTS

INDIANAPOLIS, SUNDAY MORNING, MAY 31, 1896-TWENTY PAGES.

STORY OF THE WHEEL these daring feats. (Showing that trick riding has a worthy and comparative ancient

*************** FROM ITS INCOPTION TO ITS PRES ENT DECREE OF VARIETY. First Velocipede Appeared in 1779

Paris Bieyele Fad of 1867-Press Comments in the Sixties.

tors meeting with this chilling treatment in France turned their steps towards their Saxon enemies across the English channel, receiving immediate and enthusiastic recognition in London and throughout England by the nobility. Here this man-propelled machine found great favor under the exalted patronage of the Duke of York, who seems to have been something of a sport, and whose zeal in behalf of his inanimate steed himself open to much ridicule and unlimited lampooning. This mechanical Bucephalus was called a "Dandy Horse" and was practically a bicycle, it having but two wheels. the remote ancestor of the modern safety sank from view for many years; then re-

stantially the same form, perhaps more cumbersome, under the sponsorship of Baron Von Drais, of Manheim, who named his stolen device the "Draisine." The manner of propulsion was, as with the Duke of York's dandy horse, by the rider thrusting his feet upon the ground and pushing with his toes, means of steering handles. When going ground and take a scoot that usually ended In a general mix-up of "horse" and rider at

In 1818, Dennis Johnson made some improvements on the Draisine, lessening the weight and providing a stomach rest. He took his machine to England and there received letters patent for a "pedestrian curricle." The mode of propulsion was still the same, the riders still did more walking than riding

Louis Gomperts, in 1821, made some very radical changes by introducing a driving in a corresponding sprocket on the front axle, by means of which the rider could assist with his hands in propelling the machine, while he still depended upon his legs as before to keep himself upright, THE EQUILIBRIUM PROBLEM

Various other devices built upon the same lines were introduced at various times through the next forty-five years, none of which added material improvements to these primitive machines thus briefly mentioned. The great problem to be solved was that of equilibrium. The Duke of York's dandy horse, with cranks and pedals, would have made a very fair safety, but no one dreamed that a man could drive one of these contrivances along the highways and byways by pedaling with his feet, and still maintain man came to the fore and applied the printo the then extant ancestors of the present two-wheeled "velocipede" propelled by pedals. It might be mentioned, however, in this

means of handle bars, but for some reason it would not work, and no public acknowledgement of its merits was recorded. The machine of 1860, an old naval officer M. Salices, being the inventor, reached a solution completely, but singular to relate, until 1867, when all Paris broke out affame

days of the Duke of York. This time the fad became general, and passing through the gardens of the Tuileries. where the Prince Imperial rode his veloce de luxe mounted in rosewood and aluminium bronze, it reached into the haunts of the canaille of the quartier Papincourt or rue

with the first real wheel craze since the

Le Courier Des Etats Unis, Paris, Nov. 17, 1868, has this to say about the new wonder which, starting the year before, was now overrunning the French capital:

met with everywhere on our great thorough-fares, moving rapidly and skillfully through d accomplishing marvels of equilibrium der the guidance of a skillful rider.

taken the right of a citizen with us. * * pon good roads; but this at present is the nly way in which it can be of use. • • • et us then perfect the machine before peculating upon its use. Let us not gather ne fruit while it is yet green that we may ot have to throw it away after having

A publication of Paris, whose identity is lost to the writer, says, about this time: "Four velocipedes recently drove up to the Hotel de France, at Maus, their drivers having started together on a tour from Trouville: whence they velocipeded up to Paris, doing on an average thirty miles a

The journals of Paris and France during the year 1868 continually referred to the 'new toy" and the carleaturist found a rich field for his pencil's work. The New York and London papers looked on askance at first, and then fell into line with paragraphs and items, editorials and cartoons anent the craze. From the famous London Society of Nov. 21, 1868, this leader is taken: ENGLISH COMMENT.

Paris is startled at the apparition of hunireds of velocipedes intersecting the avenu and out of carriages in Champs Elysees and the boulevards at a lightning rate of speed . . They have attached wheels to their he speed of a trotting horse. . . Adepts at the risk of their lives drive their veloci pedes of two wheels-one directly in front pet at the side of the Setne, down the hun- are to vel ired and one steps of the Trocadero; rising in their seats, lying down on their backs,

This brilliant affair, as might be imagined, has electrified all upper belledom with an absolutely new sensation." Almost a month prior to the isolated cases before referred to, the American Artisan of Sept. 23, 1968, announced the advent of a

> wheel brought from Paris by Thos. R. Pick ering in this manner:

"The velocipede, about which there has been such a mania in Paris for the last year or two, has at length made its appearance in New York. Mr. Thomas R. Pickering, the well-known patentee of the steam engine governor, of No. 144 Greene street, on the afternoon of the 17th inst. created quite an excitement in the City Hall Park by appearing there mounted on a two-wheeled pearing there mounted on a two-wheeled velocipede of his own manufacture, just finished. Mr. Pickering went many times around the park, ard back and forth in front

cured a patent in the United States for a velocipede. Of this invention the New York Sun, Nov. 4, 1868, thus speaks editorially: "An exhibition of the new mode of locomo tion known as the velocipede was given yes-terday at Witty's carriage factory, corner of Bleecker street and Broadway. The per-former was one of the Hanlons who has patented the invention in this country. The machine consists of two wheels, one before the other, with a seat or saddle between them. The rider takes his seat on the saddle, puts his feet in two iron stirrups at-tached to the forward wheel and immediately begins to work his passage. The steering apparatus consists of a cross handle, which is grasped by the rider and turned and twisted at pleasure. * The exercise is invigorating and healthful. There are four sizes of the velocipede, varying in prices from \$25 to \$75. As soon as the price is popular, and every man will be able to keep

norse of his own.

GREELEY'S PROPHETIC WORDS. The Tribune, New York, Nov. 21, 1868, rewhich exhaust the subject completely. It is regretted that limited space forbids the entire reproduction of this article. Prophetic words are uttered here and the reader see the predictions filled. Jessicas are every where astride the wheel and New Orleans hundred years ago. These extracts read: lovely garnish of the boy. . . When this who run behind their ticket straddle the sanguine candidates for the White House glide leisurely thereto only to meet disapuents at break-neck speed, and when taining to the fast among ladies-both sexes | a busy world we'll have to buffet with, and railway companies, how disgusted with the

> object in view, Henry Ward Beecher has now, and cuts an awkward ngure as a rider. age the brake, and more particularly, how sin, injustice and wrong. Charles A. Dana has an ambition to excel as velocipedestrian also, and has provided himself with a mode. shock to which it may be subjected. The exstradules a horse of a veloce, but his son of his talented father. Many other wellknown citizens have taken to the bicycle with the honest intention of becoming adepts in the use of it. Mr. Arthur Edwards, one of the editors of the Chicago Northwestern Advocate. der, and Mr. Morris, of the old Philadelmarvel of agility to all who behold mounted on his two-wheeled steed, so novel sight in the Quaker City that even the stolid and phiegmatic inhabitants thereof of society. The bicycle has got to Boston, n the course of years we shall hear of its introduction in New Orleans, where, by the way, there appeared more than eighteen years ago the first of its kind ever used out-

side the limits of France. GROWING IN POPULARITY. The craze at this time had not abated in Paris, but was rather on the increase, as will be seen from this extract from the New York Evening Post, Nov. 24, 1868. A Paris letter says:

they go! There are private riding schools most aristocratically attended-lords, dukes recklessly. But I have to-day seen signs of the seemingly useless playthings being turned to use. Now I see that several workmen of the better class have invested money in velocipedes. And whether or not all working Paris goes home from work on its own 'high-mettled' steed is

And the "high-mettled" steed had already commenced his prancing over the Western hemisphere. The pavements of Philadelphia. Boston and Chicago were resounding to his

The last named city appears to have seen the velocipede in actual daily use at an earlier date than New York. C. Gilbert Wheeler brought to Chicago from Paris. in the fall of 1867, a velocipede (two-wheeled) similar in appearance to the "ordinary" bicycle of the 70's. This machine was intro duced to the astonished denizens of th "Windy City," and was ridden upon the streets by Mr. Wheeler's brother in the spring of 1868, thus antedating New York's first experience. The same year Dr. Arthur cliwards appeared upon the streets with a brand new bone-shaker, or a similar instru ment of torture, of the Pickering make These gentlemen became the cynosures of all eyes and the papers of the day continual ampooned them and their efforts to prothemselves through Chicago's busy streets on the "straddle-oug" affairs.

The fad did not spread very rapidly for some time, for we find in Chicago Repub-

tion than the present modes. • • • We need such aids here. They would become popular. And American ingenuity would soon suggest improvements which would render their use an agreeable exercise."

The writer had evidently overlooked the effrontery of Dr. Edwards and Mr. Wheeler in frightening horses and alarming pedestrians with their primitive machines for

Again the Chicago Times of Oct. 18, 1858, has this to say editorially upon the subject "There has been no practical results thus far in the movement for the introduction of velocipedes in Chicago. There is, we under-stand, a club of young men in process of formation by whom it is proposed in a quiet way to introduce this instrument.

There is some doubt as to whether the veloce will ever become thoroughly domesticated in this country. To a certain extent it may become popular as a means of amusement. It can never be utilized among Anglo-Saxons. * It may, however, in time fill a may how countries the state of the may how countries the state of the stat portion of the space new occupied by skat-ing. * * There is something in it which does not harmonize with steady Yankee

Later in the season the same paper concludes a column velocipede article as fol-

"In conclusion it may be stated that though the velocipede disease is now raging so fearfully as to make it appear that the epidemic is doomed to run eternally, yet when we remember that the affair has often before been brought forward under the most favorable of circumstances and as often has sunk out of sight again, we can only believe that within another twelve months it will once more disappear from the public gaze. In the meantime give it every possible chance. Trundle it around skating rinks, roll it about the stages of leading theaters, let it 'scoot' along the smoothest sections of pavement to be found, and still its glories shall assuredly wane in the end, and hav-ing finally faded from popular notice, the captivitating plaything will eventually be obliged to seek retirement for another twen-

THE ORDINARY AND THE SAFETY. This writer also seems to have been "seventh son of a seventh son," for in a measure his words came true. Within twelve months its glories waned throughout the world. The bone shaker was relegated to garret and cellar, and the pedestrian asupon the city's busy streets. The instrument of destruction had disappeared almost as suddenly as it had appeared, but not for a somewhat different form, it came again on earth under the name of the blcycle. Of this new machine nothing much in praise can be said even by its inventor, J. K. Starley. However, the flame broke afresh and the "ordinary," as a direct descendant of the velocipede, of which so much has here

years spanning the later half of the decade 1876-1896. The evolution was gradual from the lofty structure upon which one sat in constant danger to life and limb, to the real safety The use of the bleycle is, of course, out of danger to life and limb, to the real safety the question, unless each fair rider follows with chain and sprocket invented by the Jessica's example, and obscure herself in the same man, Starley, who was responsible for the 1873 ordinary. It is not the province of ers skim themselves out on two wheels at | this article to follow the different steps taken by inventors, or trace minutely the various lines followed by manufacturers in arriving at the mechanical results as we see them to-day. This time it seems the English took the lead and America quickly folmounted postmen fly between the corner lowed with Yankee improvements; stimulated the interest in wheeling and fixed its status upon such solid foundations that evidently it has come to stay. The extent to which the wheel's usefulness has grown; the tenacious grips it has taken upon public prime necessity in pursuits of business and pleasure, may be well illustrated by the following from the Chicago Tribune

> March 13, 1896: "Something besides high frames, large tub ng, and barrel nubs distinguishes the openof the trade that was not planned or anfield pated by associations or boards of trades. and comes as much a surprise to dealer and jobbers as to one who rides in a brogham | and he illustrated his answers with such

or a grip car. prising places. Hardware dealers and the ig department stores have long been competitors of the regular dealers, but now they cigar shops, hatters, men's furnishers, jewclers, stationers, and even saloon keepers. At the present rate wheels may be purchased as readily as cigars, caramels, or

some 'prairie oyster' as a premium with every drink; wheels will be hung up like sugar-cured hams in grocery the day and night. Your barber will gently insist on your taking a 'bike' instead of the time-honored shampoo, and your tailor will carry wheels as a side line. Now that

MADISON SUPPORTS IT.

Her Manufacturers' Club Indorses the Centennial.

lowing resolutions relative to the proposed

celebration of Indiana's centennial "Whereas, The Legislature at its last session authorized the creation of a commission to consider and recommend plans for a fitting celebration in the year 1900 of the centennial anniversary of the establishment of civil government in Indiana, which commishouse and is now seeking information as to as to its character, scope and magnitude, "Therefore resolved, That the Merchants sed observance of the State's one-hundredth anniversary, believing that a proper celebration of the event will promote the welfare and prosperity of all our citizens, in this, that it will attract the attention of the inhabitants of other States and foreign the views, tastes and aspirations of our peo-ple, inculcate a commendable State pride and foster and encourage a more friendly sentiment and helpful spirit among the sev-Resolved, That it is the opinion of this of her citizens may be fully displayed to the

greatness of the Commonwealth and gain a pledge our co-operation and cordial support to the commission in its efforts and labors."

Uses of Grammar.

times young people who are not acfor the use of correct English, by experience say that "they don't see what is the use ding so much time over the study of The following sentences, which have ap-

sufficient to prove to young readers cessity for the study of composition: 'Annual sale now on, Don't go elsewhere sale. A lady wants to sell her plano, she is going abroad in a strong from

"Wanted, a room by two gentlemen about cirty feet long and twenty feet broad." "For sale, a plane by a widow lady with idox for sale; will eat anything; very

"Wanted, a boy to be partly outside and partly behind the counter."

A VISIT TO YUCATAN

PRICE FIVE CENTS.

AN INTERESTING COUNTRY AS YET LITTLE KNOWN TO TRAVELERS.

Its Inhabitants Amiable People Mixed Race-Ruins of the Ancient City of Uxmal Excite Wonder.

No one is lured to Yucatan by the de lusive advertisements of railway or steamship lines or the charms of a trip through fairyland offered by the projectors of personally conducted tours. On the contrary, the great difficulty is to find out anything about that peninsula. It is a sall of only thirty-six hours from Havana, yet scarcely anybody in Havana could give any information. I asked in the bookstores if they had a guide to Yucatan. They smiled as they answered no, and added that they had never heard of such a thing. Steamers of the Ward line sail every week to Progress I sought information at the office of that company. Nebody knew anything. There was a railroad to Merida, but whether it went any further no one could tell. A fan merchant on the Calle Oblispo was a Mexican, perhaps he would know. I sought him out. He had been to Merida, but knew nothing beyond.

"Is there a hotel there?" "Yes. One." "Is it a good one?" "No. Bad."

"How bad?" "You have traveled in Spain?" "You have seen bad hotels there?"

"Yes." 'Very bad?"

"Yes." "Well, this is worse than any you have

"Why? On account of the mosquitoes?" This offered a large field for the imagination. Are there hotels anywhere else?" "I do not know."

I returned to the Ward office. They said "Perhaps the Mexican consul can tell you something." So I went to the Maxican consul. If a government is to be judged by its been written, blossomed as a rose, and ac- representative in a port like Havana I must say that the government of Mexico offers a most favorable comparison with that of England and the United States. One of the the other two swore by the stripes. But our intercourse with our respective representatives was limited to the strict duties of the office. The Mexican consul, who owed us nothing, took pains to explain everything, told us what little there was to tell of the railroads in Yucatan, showed us the time tables and rates of fare, assured us that there was a hotel in Progreso, as well as in Merida and other places and when we asked how good they were, he answered, "They are plain, but that will add to the interest of your visit." There were carriages, he said, to take us to the old ruins, the climate was hot, but not specially unhealthy in the winter season, and a number of persons went every year, both from Mexico and from foreign parts, to see these stately relics of aboriginal civilization. So we resolved to take "pot luck" in climate, hotels and whatever else was to be found in Yucatan. The Mexican consul did not speak English, but he made the little Spanish that we knew go a long way, understanding without difficulty the conglomerate in which we struggled to express ourselves apt gesticulation that we could hardly have failed to make them out if they had been

Then we went to the moneychangers to get some Mexican silver for our greenbacks. It seemed as if \$20 apiece was little enough one in big Mexican coin we began to feel we could realize in a small way the effect of the laws of Lycurgus which established

A ROUGH PASSAGE.

We left Havana in the midst of a great

iron as the only currency for Sparta.

beautiful large steamer of the Ward line, and we were surprised, after we had passed huge swells which came in "dead ahead." But our satisfaction was short-lived. We changed our course a little and the wind were in the trough of the sea and the steamer was rolling most unpleasantly. We tried to sleep, but were tossed about in such lively fashion that our energies were devoted exclusively to keeping in our berths. One The Merchants' and Manufacturers' Club, lady who had propped herself in with pliof Madison, a few days ago adopted the fol- lows was thrown headlong upon the floor. We could hear the dishes in the pantry crashing and tumbling and doubted whether enough would be left to set the breakfast table. Water poured in in great quantities and our efforts to dress next morning were acrobatic illustrations of a sort of interior navigation unusual even in great storms. A "norte" was blowing and the sea was the sentiment of the people in reference to high, but the dancing of the boat was great-such celebration, and asking for suggestions by in excess of the requirements of the ly in excess of the requirements of the storm. The cook was pitched headforemost and Manufacturers' Club of Madison here- across the kitchen. An old gentleman who stood at the door of the smoking room was sent flying to the other side of the apartment and then back again, cutting his head and hand very badly. One of my companions had an ugly gash across his thumt and at the table the breakfast and dinner oping facilities and other advantages rolled into our laps. Toward evening the wind slackened, but as the steamer was flat bottomed and had little cargo it refused to be comforted. Next day the weather was rather better and we anchored in the open roadstead at Progreso. A tug came out to meet us which tossed like a cork on the water and one after another we took a "leap for life" upon her, deck as she rose on the short, jerky waves. The women were and part way down one of the sides. They were swung off from the steamer and a the tug rose were caught by men below and hauled down. There was much weeping and screaming, but all were at last safely deposited upon the little boat and we steamed for the shore, some two miles away, where a long fron pier projected into the sea. There was much difficulty in landing, but finally we all came safely off and walked down the pier to the custom house. There is a tramway upon this pier with little cars loaded with hemp. This is the great product of Yucatan. It is taken from the hennegain, a sort of cactus much like the century lant, which grows upon thin soil that covers the limestone rocks of this peninsula

The Mestizos, a race of mixed Indian and Spanish blood, do the work. The first thing which impressed us in regard to them was their perfect cleanliness. If this be next to godliness in the scale of salvation, the Mestize of Yucatan must be very near the throne. He cannot boast of great possessions, but his trousers and the shirt which he wears over them, his only garments, are faultlessly white. He goes barefooted or he wears a sandal with a leather sole and a strap between the great toe and the next.

and he bathes, they say, two or three, times a day. These men are very strong. One of them will take a trunk upon his back and arry it a long distance. to custom bours insued

.... Equipment

Light, Strong and Elegant..... ncomparable Finish

THE REAL BICYCLE

NO GUESSWORK IN THE MAKING OF

Bicycles

NO GUESSWORK IN YOUR BUYING ONE.

"NEXT BEST"

BICYCLES

If you can't buy a Columbia, then buy a

Reduction in the price of Hartford Bicycles-Sale Prices now \$45, \$50, \$60, \$65 and \$80. Hartford Bicycles are made by the Pope Mfg. Co. The same factory that makes the : : : : : : :

MAKES THE ... HARTFORD

The HARTFORD is the best value for the money ever offered in medium grade machines.

Lilly & Stalnaker

64 East Washington Street.

THE BOY IN LOVE.

Some Time Has a Part. As the boy grew into the man he gradually put away childish things or, rather, the childish things one by one slipped away from him. The old witchery of nature lost much of its charm, the fairies and nymphs of the forests and fountains seemed to flee before his coming and the first faint bu

Idyl in Which Every Man a

lasting regret came into his life. Yet one lowly forms had lapsed there arose within him, now, a mysterious new-born love which lavished itself upon the highest phase of life. It was not a general philanthropy however, though it made him good humored toward all the world. On the contrary, it was of that strangely exclusive sort of affecwhich is wont to concentrate itself upon some single individual of the opposite sex; that delicious, ridiculous, incomprehensible yet universal form of monomania which future scientists will no doubt discover to be

In short, our boy was "in love." I cannnot explain just how it came abou or why he happened to choose Miss Sarah Skruggs as an object of adoration. If you had asked him and he had possessed the coldness to reply candidly-which he did not -he would have said that he loved Sarah because she was so marvelously attractive -so good, so beautiful, so true. Yet, bearing these inspiring qualities in mind, you could never have gone into an assembly of the neighborhood belles and picked her out. Only the wonderful eye of love which, so far from being blind, is supremely keen-sighted could readily discern Sarah's manifold at-

Our boy's passion for her was something of a paradox. He had known the girl, had played and quarreled with her as with other pecting her of being beautiful or charming. And when fate led him down the lane one miet evening after his return from the city and caused him to meet Sarah there-I am not sure whether she was gathering wild flowers or greens-he looked at her and ught how little time had changed her. Her face was as red and befreckled as ever, was still distinctly stubby and there was the same familiar mole upon her chin from which three stiff hairs pointed in three directions as of yore. But even while the boy reflected thus Cupid was lurking near, and as the two talked idly together, he silently performed the old, strange miracle he understands so well; and when the scales opped from our boy's eyes and love bade n look again, Sarah stood revealed before with every imperfection blotted out. And when she smiled upon him at parting the est droop of her lashes and the sweet ple in her cheeks threw him into a ravishing, delirious dream from which he awoke not for many days.

Thereafter our boy loved Sarah eternallyfor some time. They were thrown together often throughout the summer, by a series well-planned accidents, and the old, old ama, or comedy-or is it tragedy?-of a the peaceful, pastoral surroundings of the of enchantment which can be known in no of the same kind. If the free-silver leaders of the time, nor place, nor season. And so have their way at Chicago the Democratic party will for the time go to pieces, and it will be many long years before the true Democrats could re-ferm it again in a tri-

deliberate visits at her home. Usually they chanced to meet at some intermediate place and were surprised to find themselves both bent upon a similar errand. First, there berries, later blackberries, various nuts and paw-paws. It is surprising how beneficently love-making between them. Their passion was of the more passive, pensive sort which smiles, and sighs, and longing, in exaltation, and melancholia, and anorexia. In truth, their love was of the kind which certain old people who have never been aind which, to one who perceives the heart of things is the purest, most divine and, not dom, the most enduring form of affection. To the innocent imagination of our boy his sweetheart was ever a hallowed angel, while in her eyes he assumed the aspect of a hero capable of all things noble and good. Nor is it likely that their estimates the most dismal degeneracy of the race.

away by degrees, and no one knew just when its last petal was shed. The boy went back to the city and dreamed, sometimes of ove and sometimes of the country, but never passionately any more. He had gone beyond the last outpost of Eden walking

Louisville Courier-Journal.

of each other in the abstract ever came nearer the truth; for just as they were then in all their child-like innocence and ignorance, their youthful delicacy and maidenly reserve, were they not happier and better and wiser than most of their supercilious elders, or than they, themselves, might ever But the season of love is as definite as the season of roses; and unless they are given extreme hardihood by nature or cared for by tender hands the first heavy frost is apt blight each fragile blossom. And this is what happened in the case of our boy and Sarah Skruggs. Their love was very beautiful and sweet, but it proved not to be perennial. Perhaps it was just as well. It is so easy to fall in love under bright skies amid picturesque scenery. Before the middle of the summer our boy felt in his heart that his love for Sarah was absolutely infinite and undying. Before the next winter was half gone that same love was dead. It did not meet with a violent death, but dwindled

boy who became a man. E. O. LAUGHLIN.

hand in hand with a woman, like the first

Very Solemn, Very True.

tion, and, worse than that, is would cu would be ready and able to force uiti mean a rout from which the party could not ally for a long time. It would mean a rout which would set the party back into the aire into which it floundered when it alparentage.)

"Paris is in a perfect frenzy with respect to its new toy. The newspapers call upon the government to order a supply of velocipedes to save the over-worked legs of the rural postman.

"Some ask why a species of light payalry mounted on velocity."

species of light cavalry mounted on veloci-pedes should not be instituted. * * Ecpedes should not be instituted. • • Eccentric sportsmen, too, chase their game with velocipedes. • • The opposition candidates hired a supply of velocipedes on which the liberal electors dashed to the polls. • • The two-wheeled velocipede, the bicycles as they are styled, are intended for the male sex only. They are usually of wrought iron and have pedals or wheels attached to the front and larger wheel. • • Skillful amateurs lay down the following rules for the guidance of beginners:

"Run beside your iron horse, leading it, as it were, with your hands so as to familiarize yourself with its movements. Then commence practicing with it on a slope and

worthrow which was destined to overthrow which the coming hundred years the monopoly held through long ages past by the faithful horse and patient ass, and mable man to propel himself throughout the rth at a rate of speed only limited by his night and endurance.

**WI ordered a public exhibition of length and endurance.

**WI ordered a public exhibition of length and endurance.

**WI ordered a public exhibition of length and endurance.

**Savi ordered a public exhibition of length and endurance.

**Should the machine limited by accelerating this movement.

**Should the machine limited on level ground, having both feet upon the pedals, and working them alternately with seruptions regularity. Specific potatined by accelerating this movement.

**Should the machine limited on one side, all that is necessary is to remove the foot on the same side from the pedal and place of the machine limited by accelerating this movement.

**Should the machine limited on one side, all that is necessary is to remove the foot on the same side from the pedal and place of the machine on one side, all that is necessary is to remove the foot on the same side from the pedal and place of the machine on one side, all that is necessary is to remove the foot on the same side from the pedal and place the machine in the part of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of the hall, with great ease, the machine in the health of t

place them simultaneously on the ground without letting go the handle. * Ordinary two-wheeled velocipedes range in price from 200 up to 460 francs, according to the completeness of their fittings. * The speed attained by the swifter kind averages from twelve to thirteen miles per hour." Antedating this we find this item in the

New York Tribune of Sept. 2, 1868: "With the Grecian bend we are to have velocipedes in this country which have been so popular in Paris. These velocipedes have -sired, and likewise dam'd, in France-laid | but two wheels, one of which immediately succeeds the other in a straight line. * * .

It is three feet high and seven feet long."

A VELOCIPEDE RACE. The Scientific American of Sept. 30, 1868, had a description of a velocipede race rear." This means that the rider could not prevent himself from falling by steering as crooked (snake-like) as you please, but never turn around or 'face the rear.' " The men must get up early and dejeuner be-

fore 11 o'clock to beat us." Thirlwood Bramland, a writer in a communication to the New York Mercury of

awkward Ixion never knew? * * * Our roung swells, ambitious of muscle, will try

may be constructed to accommodate suburb-an pater familias—velocipedes with a baby seat in front. * * The modest person who cannot afford to keep a horse or car-

riage may keep a non-oat-devouring wooden which the rider was to sit free from impact with the ground and propel himself by

> ites with the revived velocipede, which the Assistant Secretary of War is not as much grown-up children of luxury straddle with at home on the saddle as in the sanctum, felt by the three-year-old who rides a walk-

From the New York Post, Oct. 10, 1863: "A velocipede rider complains to the Evenclease. * * We hope that the commissloners will not find it expedient to allow velocipede riders in the park. * * The velocipede seems to have a future. It may some day prove the 'poor man's carriage." The New York Sun of Oct. 15, 1868, an-

"We saw an artist with a velocipede takday afternoon. * * His performance attracted a large crowd of interested spectators. * As the gentleman passed the house of Commodore Vanderbilt he turned up one eye to see if the stately figure and the window to watch the advent of this new rival to horse flesh. If the Commodore said glory of the fast trotters which are his

pride and joy."
A HUMAN CATAPULT. New York World of Oct. 20, 1868, has this

"Two or three infatuated persons, prob ably driven mad by protracted tortures on the street railway cars, or by the spurns which patient pedestrians of the omnibus take, have made up their minds to introduce into New York the modern French improve selves. Such persons leaping on a veloci-pede and putting it to full speed by rapid pulsations of either leg, can launch them selves with terrific force and fury against victims they can always get out of the reach of an indignant populace long before the "The pretext for adding this new scours

ance is, of course, that by the help of the velocipede every man may become his own car and his own cab. The Evening Post, we perceive, advocates on this ground the induction of this awful vehicle, which really lacks only the scythes at the wheels sings its praises as the 'poor man's carriage, and looks forward to the time when all th clerks, porters, messengers, newsboys and reporters of the metroplis will fly like so many Pucks up and down town incessantly and in no time on these fleet go-carts. It even takes the park commissioners to task for hesitating to give the 'velocipedes' free warren in the alieys and avenues of that

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readen locomotive, with license to get up A month later the same journal anent the